

**From:** Jay Smith  
**To:** victor.a.schneider@cummins.com  
**Subject:** Dodge Ram 6.7L Applications  
**Date:** 11/14/2012 03:53 PM

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Hello Victor,

I've completed my review of the two Dodge Ram 6.7L applications. Here are some things we'll need to address:

-I do not have a statement of compliance for the 313Q family.

-Can you supply a copy of the materials that are furnished to the end user explaining how to properly maintain the emission control system and how to obtain/refill the DEF tank?

-Why is operator commanded regeneration not an option with these families (AECD 10-6 on other CMI applications)? In our experience, this functionality is almost a necessity for applications typical of those that this product will be used in (ambulances, construction vehicles, etc), where normal operation will not produce the conditions necessary for regeneration.

# CBI/ Ex. 4

-For the DEF quality monitor, near the bottom of slide 468 there is a range of SET NOx emissions. Does this represent the emission level at which you would be able to make the determination that a DEF quality fault exists? If not, what does this mean?

-Just out of curiosity, are there any Dodge-Cummins products for 2013 that do not use CBI/ Ex. 4 I believe there was still a chassis-certified ISB with an CBI/ Ex. 4 in 2012, if I'm not mistaken.

Once these questions are addressed, we'll only be waiting on OBD approval.

Sincerely,

Jay Smith

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